



# City of Seattle

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To: Pete Lagerwey and Virginia Coffman

February 9, 2007

## **Bicycle Master Plan: North Side Final Comments**

### **1. Improvement is needed in facility navigation**

- **Way-finding signs, sharrows, and information kiosks throughout the network connecting urban villages**
  - i. Downtown**
  - ii. Lake Union**
  - iii. Fremont**
  - iv. Queen Anne**
  - v. Ballard**
  - vi. Burke-Gilman Trail**
  - vii. Wallingford**
  - viii. University District**
  - ix. Montlake**
  - x. Capitol Hill**

### **2. Need more east-west connectivity across the city**

- **Recommend looking at:**
  - i. 80<sup>th</sup> Street from 8<sup>th</sup> Ave. NW to Lake City Way**
  - ii. Holman Road/N. 105<sup>th</sup>/NE Northgate Way**
  - iii. 130<sup>th</sup> Street, from 3<sup>rd</sup> Ave W to Sand Point Way**
  - iv. 145<sup>th</sup> Street, from 3<sup>rd</sup> Ave W to Lake City Way**

### **3. Climbing Lanes**

- **Recommend looking at:**
  - i. Wallingford Avenue N, on the right shoulder from Park to 45<sup>th</sup> St.**
  - ii. Queen Anne Avenue N.**
  - iii. NE 65<sup>th</sup> Street from 21<sup>st</sup> Ave NE to 35<sup>th</sup> Ave NE**



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The Seattle Bicycle  
Advisory Board shall  
advise the City Council,  
the Mayor, and all  
departments and offices  
of the City on matters  
related to bicycling, and  
the impact which actions  
by the City may have  
upon bicycling; and shall  
have the opportunity to  
contribute to all aspects  
of the City's planning  
processes insofar as they  
relate to bicycling.

**iv. 35<sup>th</sup> Ave NE from Burke Gilman Trail to NE 65<sup>th</sup> St.**

**4. Emphasize heavily-used corridors**

- **Strongly recommend evaluating Eastlake Ave E.**
  - i. **Eastlake is the most heavily-used north-south corridor connecting urban centers around Lake Union.**
  - ii. **Bicycle lanes should replace sharrows**
  - iii. **Turning lane could become a traffic island**
  - iv. **Avenue could be narrowed to one wider lane of traffic in both directions**
  - v. **Adequate space would be provided for bike lane and parked lane along curb side**

**5. 15<sup>th</sup> Ave/Ballard Bridge**

- **Develop a viable solution that will be implemented**
- **A new structure is not financially feasible**

**6. Safety**

- **Improve pedestrian/bike signal crossing at 110<sup>th</sup> and Greenwood**
- **Traffic Signal across 145<sup>th</sup> Street at Shoreline/Seattle border to safely accommodate Interurban trail users**
- **Safety treatment at the end of paths, such as Myrtle Edwards Park. Place reflectors on bollard/posts**
- **Attention to sidewalk access ramps**
- **Accelerate the building of curb-ramps for those who are uncomfortable biking on the street**
- **Conduct pilot project to introduce a Dutch-style bikeway with bike lanes on the sidewalk side of parked cars: possible location, South Lake Union.**

**7. Schools and Bicycles**

- **There is a need for sidewalks/multi-use paths to connect all schools**
- **More attention and time needs to be spent on this issue**

- **Information should be collected from Parent Councils at all schools in Seattle regarding the need and desire for such paths.**
  - **Public meetings should also be held for citizens interested in commenting on the need for bicycle paths to schools.**
- 8. Some Shared Roadways should become Bicycle Boulevards**
- **Sharrows should also be added at locations where cars enter bicycle boulevards**